

SUPERVISORS PAU EARLY

(From Wednesday's Advertiser.)

The Board of Supervisors met last night in one of the shortest sessions on record, lasting a few minutes over an hour.

Little actual business was done and the peaceful spirit of Christmas leavened the proceedings.

Present were Chairman Smith, Supervisor-at-large Adams, Supervisors Lucas, Cox, Archer, Paele, Moore, Acting Fire Chief Deering, Auditor Bicknell, County Clerk Kalauakalani, Clerk Buffaudeau, Stenographer Aea, Capt. Sam Johnson and representatives of the press.

ROAD DEPARTMENT MATTERS.

In answer to a question by the chair as to what the road department was doing, Lucas stated that work was going on on 14 different roads.

A demand for \$4923.26 by Lucas for the road department's pay roll was approved.

Lucas said that some of his men would like a little Christmas spending money in advance and suggested that \$400 be appropriated, the laborers giving receipts for the amounts advanced. The chair thought that such action would establish a bad precedent.

Lucas said he'd get the money elsewhere.

MENDONCA'S DAMAGES.

The question of the Mendonca Smith street property damaged during a police raid came up. Adams reported unwillingness on the part of the police department to compromise and the matter will probably be scrapped out by Mendonca and the police.

Lucas reported on the cost of installing hose stations at Waikiki and on Judd street.

MORE FIRE STATIONS.

Acting Fire Chief Deering submitted figures showing that one station would cost about \$14,000 to establish. The outlay for a station without land would be \$5500.

The proposed plan was to put in a chemical engine and hose-wagon combined.

Lucas believed that a hose company was badly needed in the neighborhood of the Moana Hotel.

The matter was referred back to the committee for further investigation as to details of expenses connected with the proposed new stations.

MODEL WASH HOUSES.

Moore stated that the sanitary committee had not had time to thoroughly look into the matter of model wash-houses. There was under consideration the proposition to turn the management entirely over to the county.

PARK EXPERT HEARD FROM.

A communication from Park Expert C. M. Robinson of Rochester, N. Y., and who is coming here in February to lay out a park system for Honolulu, was read. In it he acknowledged receipt of the board's letter and resolution governing his coming.

PECK'S SALARY RAISED.

Paele suggested that Road Overseer Peck's salary be raised and Cox moved that Peck's salary be increased to \$75 per month in place of \$50. Paele seconded.

It was said that Peck's salary was inadequate considering the work he had to do in the Koolauokoo district.

The motion passed unanimously.

The sentiment seemed to be that the county was lucky to have the service of such a capable man as Peck had proved himself to be.

THE HEELA BREAKWATER.

Paele wanted attention given to the breakwater or abutment now at Heela and said to be in a dangerous condition. Repairs would cost about \$3000.

The board decided to further investigate the matter and then call for tenders.

BICKNELL'S LITTLE LOSS.

Lucas brought up the matter of Auditor Bicknell being out \$11.25, having paid from his own pocket that amount to the ubiquitous Piko of warrant fame, whose warrant was cashed upon being presented some time ago by another man who represented himself to be the owner of the warrant. The genuine Piko wanted his money and spoke of seeing the Governor and Secretary Atkinson about the matter.

Adams thought that it was Treasurer Trent's pidgeon and did not see why Bicknell should pay the money.

Bicknell said that rather than have a fuss he paid the money himself, the man being badly in need of it.

"You were too easy," said the chair, "the Governor or secretary had nothing to do with the matter which was county business."

The sportive Lucas suggested a Jack pot to go to Bicknell.

"Please let the matter drop," said Bicknell, and the incident ended.

There being no further business, the board adjourned 'till the 27th inst.

County laborers will be paid off tomorrow.

HAWAII CHARMING LEADING CITIZEN OF LOS ANGELES

M. J. Newmark, of Los Angeles, en route to Australia with his wife, on a trip around the world to cover three years, is stopping at the Moana and has become captivated with the charms of Hawaii.

"I have been to the Volcano," said Mr. Newmark last evening, "and the drive from Glenwood, at the end of the railroad, to the Volcano House is one of the most beautiful drives I ever took in my life. The wild bananas and wild berries and the tree ferns make it wonderfully charming. In fact, your roads are excellent. I have been well over this island on which Honolulu is situated and I have found the roads magnificent here. They are certainly better, on the whole than those we have around Los Angeles."

"As to your climate, I must say that

I was surprised. I am used to warm weather and expected to find it hot here in Hawaii, but have not experienced an uncomfortable moment and I have been here since the eighth. Your climate is absolutely superb. I have been on the Rhonda for Australia and will not be home for three years, but I have written to many of my friends on the mainland telling them that I have been absolutely charmed with everything here in the islands. Your people are very hospitable and I have been very favorably impressed."

"It seems to me that there is a great future for Hawaii. Such a climate and such a soil will doubtless bring great prosperity to these islands in time. Of course, I suppose you have your conditions to work out for the best, but we have our labor troubles in California too. Personally, I have always been opposed to the exclusion law. Not that I prefer cheap labor, but we can not get sufficient citizen labor. I am fully convinced that, but for the exclusion law we would have fifty per cent. more population in California today."

"Do you mean fifty per cent. more white population?" was asked. "Yes, fifty per cent. more white population. I would of course much rather see American labor but we can not get it and our fruit orchards are suffering for lack of labor. I do not favor letting in all the Chinese by any means, but I have always favored the admission of a limited number."

Mr. Newmark was President of the Los Angeles Chamber of Commerce in 1900 and was a member of the board of directors for eight years. As such he came in contact with Mr. H. P. Wood, the present secretary of our Promotion Committee. Speaking of the Los Angeles Chamber and of Mr. Wood, Mr. Newmark said, "You are certainly very fortunate in securing the services of Mr. Wood. He bears the highest reputation in Los Angeles. I did not come in contact with the details of his work much, but personal friends in the Chamber who did for many years speak in the best terms of his ability and methods."

"The Los Angeles Chamber of Commerce, as you know, is unique. There is probably not another like it in the world. It is very likely the largest in the United States, possessing a membership of over 2100. It does all sorts of work for the city. We maintain a permanent exhibit there at which the counties and individuals as well keep their products on exhibition. I have no doubt in stating that fully thirty per cent. of the increase in the population of Los Angeles is due directly to this Chamber of Commerce and its work."

"Whenever there is a prominent man in town, the Chamber entertains him, as well as attending to a thousand and one other things to advance the interests of the city. I presume that your people here work together. We do in Los Angeles. Of course, there are petty rivalries, but when it comes to advancing the welfare and prosperity of the town, we all pull together."

As Mr. Newmark turned away he remarked, "You have fine hotels here." The reporter ventured that people wanted something comfortable in the way of hotel accommodations as well as fine climate and scenery. "Well, you certainly have fine hotels in Honolulu," repeated he. "The Moana is certainly the most pleasant hotel that I have stopped in anywhere in the world. You have excellent hotels and plenty of them."

MORNING STAR STILL HERE.

The local agent of the American Board of Foreign Missions has not heard anything more from them with respect to the sale of their steamer the Morning Star. The hull that was talking of buying her found that she could not carry passengers enough for their purse and dropped the idea. There is little chance now of selling the vessel here. No price has been set upon her, but the agent is ready to cable any offers he may receive.

EVER THINK ABOUT IT?

Many a Resident of Honolulu Will Tell You.

We are living in a very rapid age. Few of us bother our heads about small things, and so many persons look upon a pain, ache or lameness in the back as a small thing. They wait for it to pass off, giving no thought to the cause. Remember; The kidneys are the sewers of the system; they carry off the impure matter, but sewers sometimes become clogged up. So do the kidneys. The kidneys are located near the small of the back, hence any stoppage affects the back. This means backache, lame back, weak back and many other distressing symptoms. There is lots more to tell on this subject, but we won't do it here, for we want to show you how to keep the kidneys so the back will have no cause to ache. You might not believe us, so we will let one of your own citizens tell their experience:

W. F. Williams of this city, is a light-house keeper, and he has held this position for the last 30 years. He says: "I was for a number of years, one of that numerous army of people who suffer with their backs. Mine ached and pained me to no small extent, so that I was glad when I heard of a remedy for it, Doan's Backache Kidney Pills. I obtained some of these at the Hollister Drug Co.'s store, and took them. They gave me great relief, and I make this short narration of my experience for the benefit of others who perhaps do not know that nearly all backache arises from the kidneys, and the best medicine for it is Doan's Backache Kidney Pills."

Doan's Backache Kidney Pills are 50 cents per box, for sale by all druggists; sent by mail on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

A QUESTION OF THE HOUR.

Honolulu, December 19, 1905.

Editor Advertiser: Apparently this community has accepted in toto as beneficial to the Territory, the recommendations made by Governor Carter to the President and adopted by the President in his message to Congress to the effect that 75 per cent. of the Federal revenues collected in Hawaii be set apart each year as a special fund to be expended by Congress for certain specific purposes within the Territory.

Is not the recommendation a momentous mistake?

The excessive customs duties collected at the port of Honolulu are largely duties on Oriental goods, imported to satisfy the wants of our 90,000 Koreans, Japanese and Chinese. If the population of Hawaii were WHITE, these goods would be purchased on the mainland and the alarming disparity between Federal expenditures and receipts would disappear.

Politically, Hawaii is on the same plane with the mainland territories. It is a great big political blunder to compare Hawaii with Porto Rico and the Philippines. The cost of the Federal government is about \$19 per capita for the whole United States. The cost of state and municipal government is an additional charge. What does Hawaii gain by pleading for special exemptions? Is it not a confession of weakness?

The above objections to the Roosevelt-Carter plan seem to me so obvious that I almost apologize for mentioning them. But I may be wrong. It does seem to me that Hawaii should seek remedies which will cure and not simply alleviate the situation. If there is another side to the President's policy, I am confident that you, in your broad-mindedness and your desire to get to the bottom of things, will find space for this letter in your valuable paper.

I am, sir,

AN HAWAIIAN.

SECRETARY WOOD TALKS ON BOOM ENGINEERING

The following address was made by H. P. Wood, secretary of the Promotion Committee, at the meeting of the Honolulu Engineering Association. It is entitled "Engineering a Boom." Members of the Honolulu Engineering Association.

Gentlemen: The Chairman of your Association called upon me the other day and in his nice persuasive way induced me to prepare a short paper to be read before this meeting.

The subject assigned was "Engineering a Boom." The idea seems to have become quite prevalent that any one who may have lived in Southern California through only for a short period of time must be more or less conversant with the mysterious force that has so quickly and effectually created a magnificent productive territory in the midst of semi-arid conditions.

The development of our great country was in the beginning slow and in a measure uncertain, yet step by step the pioneers of progress pushed their way toward the setting sun. Once loosened from its moorings along the Atlantic the movement was irresistible and as the ball of progress increased in size and momentum the wilderness melted away; hamlets, villages, cities grew, the plains became dotted with happy, prosperous homes. The great wealth of our heritage attracted an ever increasing throng from the less hospitable shores across the Atlantic. At last with a mighty effort the great barrier to the Western march of civilization, the rugged peaks of the Rocky Mountains were crossed by tracks of iron, monuments to the skill, energy and daring of American Engineers. The Atlantic Slope, the Middle West had been conquered, the domination of the Pacific was at hand.

Parties of hardy adventurers drawn by the lure of gold had already dared long sea voyages and tolls, dangerous journeys across plain, desert and mountain and were there to welcome and guide the ever increasing throng by whose efforts the wealth of the mines soon became dimmed by the golden fields of grain and countless orchards of luscious fruit.

The real pioneers of Pacific Coast development, however, were the early Franciscan Friars. Among the leaders of this noble band of men, no name is more prominent than that of Padre Junipero Serra, a man of noble missionary spirit who journeyed from Mexico bringing cattle, seeds of grain, vegetables, fruits and flowers, his train was also burdened with tools and implements and thus was the actual foundation laid for the pastoral, agricultural and horticultural wealth of California.

The last words of this grand old man who died Aug. 28, 1784, were "Pray ye, therefore, the Lord of the Harvest, that he send laborers into his Vineyard." How fully his prayer has been answered is evidenced by the population, products and wealth of the entire Pacific Slope.

But it is of the boom days you wish to hear, my knowledge of which will be best summed up in a brief history of one City and one Man.

In the year 1857 the old side wheeled steamer Orizaba, that plied between San Francisco and Panama, landed a couple of passengers near the center of the waterfront of the present city of San Diego. The old town of the same name lay some four miles to the north. One of the passengers was Mr. A. E. Horton, Father Horton, as he is now affectionately called, a man of sanguine temperament and indomitable energy. He had heard of the beautiful bay and charming climate of San Diego from a wandering lecturer and was so impressed with its possibilities that he at once proceeded to close out his business in San Francisco, taking the first steamer for the South. After being carried ashore through the mud, Mr. Horton, walked through the sage brush to Old Town

for the purpose of interviewing the public officials.

In reply to a query as to what he was doing there, Mr. Horton replied that he had come to build a city and wanted to know the course of procedure necessary to secure land enough to carry out his purpose. He was immediately referred to the County Clerk, who informed him that there had been no regular election for some time, that probably there was no legal body of Trustees and that the first step would be to call an election which, however, he did not propose doing, inasmuch as the County already owed him six (\$6.00) dollars, and he saw no hope of reimbursement.

Mr. Horton gave the man ten (\$10.00) dollars to liquidate old debts and ten more to meet the expense of calling the necessary election which was at once arranged for. There were just seventeen legal voters in this township and through the kindly influence of the Roman Catholic Priest, Father Ubach, the trustees selected by Mr. Horton were unanimously elected, then in due course came the day of sale. The first lot of land was bid in by Mr. Horton at fifty cents per acre, there were no other bidders and a suppressed laugh went the rounds at the stranger's foolish purchase. Lot after lot was put up until Mr. Horton had purchased from the Pueblo of San Diego some ten hundred acres of land at an average price of less than thirty cents per acre.

Mr. Horton proceeded forthwith to divide his property into town lots and began to advertise the advantages and attractions of San Diego as widely as his means would permit. Within six months he was offered two hundred and fifty thousand dollars for what had cost him about two thousand five hundred dollars. Through a judicious use of printers' ink, practically the entire nation was made to hear of San Diego.

The new port was heralded as the city of opportunity. Conditions were ripe; the boom was on. In 1857 at the height of the wild excitement "additions" were plotted so recklessly and the faith of the public was so great that millions of dollars were invested by strangers as well as citizens in property they never set eyes on. One famous addition was at the bottom of a river; two extended well into the bay, although the maps showed graded streets, young trees, parks and terraces, future hotels, sanitariums, opera houses, soldiers' homes, schoolhouses and rows of palatial residences, banks and mercantile establishments.

Buyers seldom visited the additions to see what they were investing in, but under the excitement of speculation made large cash payments. Hundreds of thousands of dollars were paid down for lots on tide lands, tracts of sand, stone, cactus and greasewood. They sold residence sites for more than a million of people. Everybody went land crazy. Within a few months property on the business streets which had been sold at \$500 for a lot 50x150 feet was actually advanced all the way from \$1,000 to \$2,500 a front foot. At one time transactions in town lots were conducted like the buying and selling of grain or stocks on exchange. Deeds were passed from seller to buyer like warehouse certificates.

A speculator would buy a number of lots in one of the "additions" today and sell them tomorrow, generally at a large advance. Millions of dollars were held by the real estate brokers and auctioneers on margins.

The owners of lots in San Diego purchased during the boom, live practically in every city of the United States not excluding Honolulu.

Interest rates ran as high as one and two per cent a day; ten and twelve per cent a month on real estate loans was considered reasonable.

Christmas day 1857 was one of joy and gaiety in this city of paper mill-

January 1st, 1858, dawned on a restless, frightened lot of speculators, everybody tried to unload at the same time. The dream of wealth untold had been a pleasant one, but it was only a dream, the day of awakening had come, the bubble had burst. Yet Father Horton had accomplished his purpose, the new town of San Diego was firmly established.

For a number of years the place grew slowly, but conditions are again prosperous with this beautiful city, Father Horton still lives, and in his ninety-third year can rest content with the knowledge that many strong earnest workers are following in his footsteps, with unbounded faith in the city of his creation.

Today the population of San Diego is about 25,000. The city is connected with the outside world by one line of railway, the Santa Fe, and while I am not given to forecasting the future, I nevertheless venture the prediction that the year 1910 will see the 125 miles between Los Angeles and San Diego spanned by one of the best and most up-to-date electric railway lines in the United States with a half hour service which will be taxed to its utmost capacity.

The city of today will more than have doubled in population. Immense irrigation systems now in course of construction will have been completed adding many millions to the wealth of tributary territory.

The long talked of and earnestly hoped for line of railway eastward, will be fast nearing completion. The magnificent bay now comparatively idle will be well filled with shipping and I most sincerely hope that Father Horton who would then be in his ninety-eighth year may still be living to enjoy the glorious accomplishment of his plans.

While the entire state of California is doing splendid development and promotion work, the southern counties are probably accomplishing the most, in proof of which let me briefly refer to that mighty machine of development and progress the Los Angeles Chamber of Commerce. Within the last 15 or 16 years this organization has expended in the neighborhood of a million of dollars in advertising, not Los Angeles alone, but all of southern California. A splendid permanent exhibit of the agricultural, horticultural and mineral wealth of the southern counties is maintained covering some 20,000 square feet of space in its own building, a structure that would do credit to Chicago or New York. Between 1200 and 1500 people visit the exhibit daily.

The rooms of the Chamber of Commerce are also headquarters for every line of work that may be called public business, its membership is now upwards of 2000 and not a pessimist or knocker in the lot.

According to the statements of railway passenger agents, not less than 250,000 strangers visit southern California every winter, who spend fully \$25,000,000.00. They have to be fed and lodged and taken around, there are curious and various trifles to buy so the money is widely distributed; everybody gets a little of it.

While San Francisco is the acknowledged Commercial Metropolis of the Pacific Coast, Los Angeles has become the great western tourist clearing house, the result of years of persistent judicious advertising.

BUT, WHAT OF HAWAII?

The railway across the isthmus of Tehuantepec is ready and open for business. The harbors of Coatzacoalcas on the Atlantic and Salina Cruz on the Pacific are being pushed to completion as fast as men, money and the best of engineering skill can accomplish it.

In fact the trans-shipment of the hoped for laborers from the Azores could be readily made at this time with safety and fair dispatch.

The United States now owns and controls a trans-continental railway at Panama, which is open to all traffic upon equal terms, a condition that is bound to stimulate commerce on the Pacific and will have a most wholesome effect upon the monopolistic tendencies of public carriers. We do not have to wait for the building of the canal to bring about a change in trade conditions. Take the citrus industry of southern California for instance. A year ago the shipment of oranges and lemons to Europe was impracticable on account of the high freight tariff. Yet within the last month a rate of \$1 a hundred has been made from Los Angeles and San Diego to European ports. The great trans-continental lines are beginning to realize that Uncle Sam is already a factor in the transportation problem and are preparing to meet the new condition. What benefits one portion of the country helps another.

No port on the Pacific will receive greater benefit from the Tehuantepec and Panama railways and the canal than Honolulu, her situation in the Pacific ocean is one of very great strategic importance. To properly fortify and defend the islands will call for the expenditure of many millions of dollars. A large military camp must be maintained here and an important naval station created.

With the development of water for irrigation which should, however, be controlled by the United States Reclamation Bureau rather than by private parties, many thousand tons of sugar will be added to the annual output of that commodity and at the same time an impetus will be given to other agricultural and horticultural pursuits.

A place will be made for the experienced, intelligent, hard working farmer with from \$5,000 to \$20,000 capital, a class of men badly needed in Hawaii and whose coming should be encouraged by every legitimate means.

It is to be hoped also that Mr. James B. Castle's efforts to secure for Hawaii those experienced agriculturists; those frugal, honest people, the Molokans, may meet with success. They will do well in the islands and we need them.

One of Hawaii's greatest assets, whose value cannot be named in dollars and cents is her climate, so well described by President Jordan of Stanford when shortly after his return to the Coast with the body of Mrs. Stanford, in picturing the beauties of Ha-

ACREAGE INCREASED

The Tropic Fruit Company of Wahiawa is about to make an extensive increase in its acreage, an option having recently been secured on all the interests of L. G. Kellogg in the Wahiawa lands.

The property to be acquired adjoins the land of the Tropic Fruit Company and consists of 150 acres. The consideration is \$30,000.

All the new land will be put into pineapples and the scope of the company will be greatly increased. At present the acreage of the company's land is 413 acres, of which 150 acres are already in pineapples, while 263 more acres are under cultivation.

The Tropic Fruit Company was incorporated in 1902 and has been in active operation ever since.

Manager B. O. Clarke, in an interview with an Advertiser representative yesterday, had the following to say:

"We have made a specialty of fresh fruit in the past and have shipped our pineapples all over the United States. The prospects for the coming year are very bright. This year we bottled 800 cases and next year expect to pack 15,000 cases. We pack our fruit in glass jars and aim to turn out as high class goods as possible."

"Next year's crop should be in the neighborhood of 300 tons and what fruit we don't bottle we shall, of course, ship. We have been going slow owing to lack of capital, but now that there is plenty of money in sight the Tropic Fruit Company will go ahead."

A FOLLOWER OF INFLUENZA.

Many persons find themselves affected with a persistent cough after an attack of influenza. As this cough can be promptly cured by the use of Chamberlain's Cough Remedy it should not be allowed to run on until it becomes troublesome. For sale by all Dealers and Druggists. Benson, Smith & Co., Ltd., Agents for Hawaii.

County Attorney E. A. Douthitt is the Thursday Club speaker this week, the subject being "Federal, Territorial and County Police, Prisons and Jails." Places at the 6 o'clock dinner should be ordered today. Speaking is at 6:40 in Association hall. All men are welcome.

wall he said:

"The glorious climate of California stretches like a great mantle over these Pacific Island wards of hers, and in Hawaii her winter sunshine reaches its ultimate perfection."

And the setting, who shall attempt to portray it, our great admiration for beautiful Hawaii is best expressed in the words of Mark Twain with which you are all so familiar.

"No alien land in all the world has any deep, strong charm for me but that one; no other land could so longingly and beseechingly haunt me sleeping and waking, through half a lifetime, as that one has done. Other things leave me, but it abides; other things change, but it remains the same. For me its balmy airs are always blowing, its summer seas flashing in the sun; the pulsing of its surf beat is in my ear; I can see its garlanded crags, its leaping cascades, its plummy palms drowsing by the shore; its remote summits floating like islands above the cloud-rack; I can feel the spirit of its woodland solitude; I can hear the splash of its brooks; in my nostrils still lives the breath of flowers that perished twenty years ago."

Hawaii has had its boom, its period of depression and now a new era of commercial and industrial development is at hand for the ultimate and full fruition of which you and I are personally responsible. And let all say in passing that every one should carefully read the abstract of our government's annual report as printed in last Saturday's Advertiser. It is most interesting, instructive and encouraging.

To be true to right ideals of citizenship and to be successful in the great work ahead of us we must emulate the spirit of enterprise; the faith in the future and the unity of effort that has resulted in turning the attention of the entire world to Southern California, a land that though highly favored, has much less to offer the tourist, the home and healthseeker, than these beautiful fruitful mid-Pacific islands.

8 Cents

Eight cents a pound is what a young woman paid for twelve pounds of flesh.

She was thin and weak and paid one dollar for a bottle of Scott's Emulsion, and by taking regular doses had gained twelve pounds in weight before the bottle was finished.

Eight cents a pound is cheap for such valuable material. Some pay more, some less, some get nothing for their money. You get your money's worth when you buy Scott's Emulsion.

We will send you a little free.

SCOTT & BOWNE, CHEMISTS,
409 Pearl Street, New York.
50c. and \$1.00; all druggists.